



**From:** [chattygirlpdx@hotmail.com](mailto:chattygirlpdx@hotmail.com)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Wednesday, May 28, 2008 7:12:44 PM  
**Attachments:**

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Home Zip Code: 98662  
 Work Zip Code: 97201

Person:

Lives in the project area  
 Commutes through the project area

Person commutes in the travel area via:  
 Car or Truck

**P-0499-001**

1. In Support of the following bridge options:  
 Replacement Bridge
2. In Support of the following High Capacity Transit options:  
 Bus Rapid Transit between Vancouver and Portland  
 Light Rail between Vancouver and Portland
3. Support of Bus Rapid Transit or Light Rail by location:  
 Lincoln Terminus: Yes  
 Kiggins Bowl Terminus: Yes  
 Mill Plain (MOS) Terminus: Yes  
 Clark College (MOS) Terminus: Yes

Contact Information:

First Name: Dawn  
 Last Name: Anderson  
 Title:  
 E-Mail: [chattygirlpdx@hotmail.com](mailto:chattygirlpdx@hotmail.com)  
 Address: 8715 NE Benton Drive  
 Vancouver, WA 98662

Comments:

**P-0499-001**

Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.

**P-0499-002** I commute to OHSU everyday and the current express bus system set up does not meet the needs of people working non traditional hours. There are also very limited places to catch the bus. If ctran and/or trimet extended their "commuter" schedule to later in the evening I would be happy to take mass transit to work. Under current conditions, I could express in; but it would take me at least 3 buses and 2-3hrs to get home at night. Arriving home at 9pm is unacceptable and thus my daily car commute.

**P-0499-003** As far as what bridge option is best, I feel that if we are going to spend the money and time to address the congestion problem, we should do it right the 1st time. Replace the current bridge and include either light rail or rapid transit. With schedules that take into account that not everyone works 8-5!!!!

## **P-0499-002**

The LPA includes light rail from Vancouver to connect with the existing MAX service in Portland. Light rail train headways are expected to be more often than existing bus service and transit times will decrease from the No-Build Alternative.

Travel times vary by time of day, direction of travel and travel mode. Travel times improve for transit in the LPA compared to the 2030 No-Build Alternative. More specifically, the LPA:

- Improves transit travel times region-wide,
- Improves transit travel times relative to automobile travel times, and
- Improves reliability of transit travel times.

The in-vehicle and total transit travel times for all of the origin and destination pairs that were studied would improve with the LPA, compared to the 2030 No-Build Alternative, with savings ranging from 3 to 24 minutes in the southbound direction during the morning peak period. For example, with the LPA a transit trip between Downtown Vancouver and Hayden Island would save a total of 3 minutes, while a trip between Clark College and Pioneer Square would save 24 minutes. During the afternoon/evening peak period in the northbound direction, travel time savings would range from 5 to 28 minutes. For example, a transit trip between Hayden Island and Vancouver would save an estimated 5 minutes, while a trip between Pioneer Square and Clark College would save 28 minutes (dropping from 72 minutes with the No-Build Alternative to 44 minutes with the LPA). Transit reliability between major origins and destinations is higher due to the availability of light rail that travels in an exclusive guideway.

For more information, please see Chapter 3 (Section 3.1) of the FEIS.

**P-0499-003**

Thank you for your comment. Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making.